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Continued from Page 19

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## fishing news

May 19, 1978

No. 3878

Est. 1913

20p

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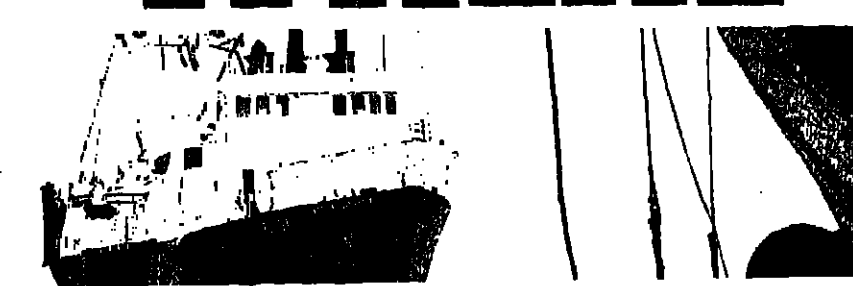
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F. R. PURCELL  
Advertisement Director

**HOPES** of cashing in on  
the much-vaunted  
Scottish stocks of blue  
whiting took a knock  
last week when the  
shoals moved off from  
St. Kilda into Faroese  
waters. This stranded  
the 10,000-ton Russian  
fish meal ship *Riga*  
and a fleet of British  
vessels planning to  
supply her.

The shock start to a  
transshipping operation  
with the Russians —  
arranged through Joint  
Trawlers Ltd. — was  
compounded by a short-  
age of EEC licences to  
fish inside the Faroese  
sector.

It is understood that only  
six vessels have obtained  
full licences. These include  
the Hull trawlers *Arctic  
Reiver*, *Arctic Corsair*, *Norse*  
and *Defiance*, with *Irvana* and  
*Fyldea* from Fleetwood.  
The full weight of EEC  
bureaucracy is falling on  
vessels like *Boston Blenheim*.  
She has only managed to  
obtain an interim licence  
which means that, every  
time she leaves Faroese  
waters to transship fish to

BLUE WHITING  
— WHERE IS IT?

the Russians, another appli-  
cation for a further licence  
has to be made.  
"We are being strangled  
by EEC red tape," said one  
trawler owner.

As the fish went inside the  
Faroese sector, plans to  
pump the fish straight from  
the cod-end into the factory  
ship have had to be aban-  
doned. Trawlers are being

forced to steam up to 40-  
miles back into British  
waters to rendezvous with  
the Russians.  
The main problem with  
the movement of blue

whiting stocks appears to be  
that the fish spawned early  
this year, leaving only spent  
fish inside British waters.  
The shoals have also  
proved difficult for Scottish  
purse seiners working as trawlers  
to catch. The fish has been  
down very deep and the  
purse seiners have been hit by  
lack of engine power.  
A spokesman for Joint  
Trawlers said on Monday  
that, if the situation gets any  
worse, it may get Nor-  
wegian and Faroese vessels  
to supply the ship.  
Continued on page 17.



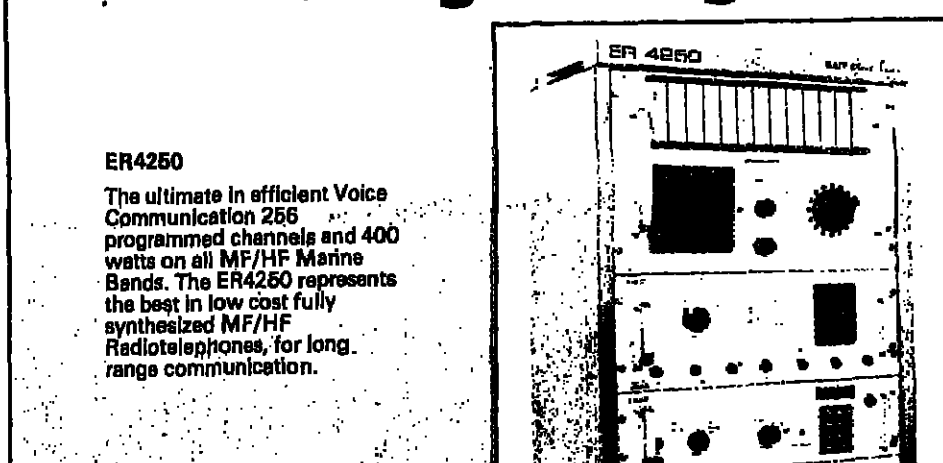
NOW pair-trawling for white fish from Peterhead is the new 58ft. steel stern  
trawler *Bountiful* commanded by Skipper Edward Philister of Buckle. She is  
the ninth vessel of her type to come from the Buckle yard of Herd & Mackenzie.  
Full details in *Fishing News*, June 9.

## £1000 DRINK FINES

A MAXIMUM fine of £1,000 or two years in  
prison are the penalties proposed for taking un-  
authorised liquor on board a fishing vessel in  
the draft Merchant Shipping Bill unveiled by the  
Government on Monday.

The draft Bill appears in  
the form of a white paper.  
There is no parliamentary  
time available for it to be  
debated, but it was regarded  
by the Government as the  
firmest way in which it could  
deter its intention on  
serious merchant shipping  
and oil pollution measures  
which it intends to ask Parlia-  
ment to legislate on.

The Bill would outlaw un-  
authorised liquor on any  
fishing vessel registered in  
the United Kingdom and make it  
an offence to possess, to per-  
mit others to take on board or  
possess liquor or obstruct a  
lawful search for it.  
"Too many accidents occur  
and too many lives are lost as  
a result of drink consumed on  
fishing vessels," says the in-  
troduction to the White  
Paper.

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## 'Enterprise' new clue?

A SUITCASE found on a beach in Shetland at the week-end may prove to be a clue to the fate of the Fraserburgh boat *Enterprise*.

The brown folded suitcase was picked up at Brevick and appeared to have been washed ashore by the sea.

It contained photographic magazines, copies of *Exchange and Mart* and the *Buchan Observer*, a pair of clogs, black trousers, white underpants and a biscuit tin.

The 72 ft. *Enterprise* was last heard of on February 22 when she was about 100 miles due east of Lerwick. She was dodging heavy weather at the time and had a crew of eight, all from Fraserburgh and Inverallochy.

## 'MIRANDA' BACK HOME

*MIRANDA*, the British trawler support ship which has been on duty off the Norwegian coast from around the Christmas period, has now returned to Hull for dry docking and a refitting at the King George Dock.

The vessel is likely to remain in dock until early in June. Then she may go to the Scillies area to participate for the National Maritime Institute on behalf of the Department of Trade.

THE FAROESE cargo vessel *Star Coast* has become the first vessel to berth alongside the new 48 metre pier at Broadcote, on East Road, Isle of Lewis. This is the site of a new £1.7m. fish processing factory.

*Star Coast* arrived from Norway last week with ice plant and fish processing machinery for the factory which will be operated by Lewis Stokfish Ltd., a company formed by the Highlands and Islands Development

## FIRST AT NEW PIER

Board and a Norwegian partner. The development will provide a total of 50 jobs — 34 full time — and is expected to start operating in two months.

The specially designed fish dryer will be a unique feature of the factory which will re-

quire about 6,500 tonnes of fish a year from the grounds to the west of the Hebrides. The board estimates that, over a 15-year period, the project can contribute an additional £7m to the Lewis economy. Over the same period the UK will benefit by £12m.



## NAVY SENT IN TO PATCH UP BEAMER ROW

A PROTECTION ship has been sent to the Sussex coast to sort out a row between beamers and small local boats using fixed gear.

HMS *Soberton* arrived off Newhaven at the weekend following a telegram sent to the Ministry by fishermen from Hastings, Brighton and

Newhaven, who claimed that thousands of pounds of gear had been ripped up by beamers from Portsmouth and Brixham.

Brighton men say that the main culprits are one or two 90ft. beamers with 850 hp engines from Portsmouth.

The Navy is hoping to cool down the situation by taking the local fisheries inspector on board and will try to get a voluntary agreement between both sides.

This will mean the beamers staying outside four miles and the small boats working inside this limit.

Ted Gillam who works the 32 ft. Newhaven registered *Aquarius* said: "The Ministry do plenty against us, it's about time they did something for us. Look at what they have done by bringing in the herring ban."

Working 34 miles off Newhaven, Ted Gillam claims he has lost 25 nets since the beamers got to work.

Shoreham skipper Robin Burgess lost a set of brand new gear from his boat, the 26 ft. *Melisa Jane*.

"The beamers hit two of my fleets of nets. I got some of them back, but there was nothing you could do with them," he said.

The area where the damage is taking place is from the Fairlight at Hastings to Shoreham.

Frank Edmunds, chairman of the Hastings Fishermen's Association said that all the time the incidents had been going on not one protection ship had put in an appearance. "It does not

make sense to have one or two boats ruining the living of 200 people."

Sussex chief fisheries officer Jim Howell asked Brighton MP Andrew Bowden to take urgent action and he met local fishermen to discuss the beamer invasion.

"These beamers have been ploughing through the nets and equipment of the inshore men," said Mr. Bowden.

"It is quite outrageous, they are wrecking the livelihoods of the inshore men who have had very bad catches."

Fisheries Minister, Ted Bishop, has told Mr. Bowden that an urgent investigation is underway.

Mr. Bowden made an appeal for aid for the inshore fishing industry to Fisheries Minister John Silkin in the Commons last Friday.

He wanted to know what the Minister had achieved for the industry during the Common Market negotiations on farm prices which also touched on fisheries.

Mr. Silkin said the immediate answer was: "Nothing at all." But he hoped Britain and the European Commission would be able to deal "very rapidly" with the problems.

## EEC TALKS PUT BACK

THE meeting of EEC fisheries ministers planned for May 22-23 in Brussels has been postponed.

This is partly because of a lack of progress on the internal fisheries regime and, also, because the meeting of agriculture ministers — scheduled at the same time — has been postponed.

The bleary-eyed ministers are recovering from the annual EEC price-fixing marathon and the next council meeting has been put off until June 19.

"Quotations for Norwegian, Faroese and Swedish fishermen in EEC waters will probably be extended an extra month when they expire on May 31."

EEC representatives in Brussels are still struggling to settle problems

allocating catch quotas among member countries in northern Norwegian waters, the Swedish use of the Baltic and blue whiting in Faroese waters.

Britain's fisheries minister, John Silkin, has again described the commission's proposals on quotas "as totally inadequate."

## 'SARLA' SINKS

THE SWANSEA fishing boat *Sarla*, which was reported in *Fishing News* last week was due to sail for Nigeria, was on her delivery trip. A fire broke out on board off Lundy Island. After being taken in tow, the vessel turned over. The crew was taken off.

## SEINERS SQUEEZED OUT

LANDINGS at Grimsby last week topped 30,000 kts for the first time this year and also sparked off

a local row. Several of the smaller vessels, notably seiners, were not discharged at their appointed times.

With the lumper force stretched to cope with these unusually heavy landings and often working from midnight almost to midday to clear them, it was the landings system, and not the lumpers, which was harshly criticised.

Under this system trawlers take precedent over the smaller vessels and, with two foreign trawlers landing big trips, some local operators felt the rules should be changed so the local vessels, irrespective of size, are cleared first. However there was a sting in the tail of this argument as at least two visiting Danish seiners had to wait almost two days before being discharged.

## Hewett director retires

WILLIAM WILKINSON, who has played a leading part in the Fleetwood fishing industry since before the war, has retired. He resigned from the board of Hewett Fishing Co. and Isaac Spencer (Fish Meal) Ltd. and, at the end of the year, he retires as a director of Fyde Ice and Cold Storage Ltd.

Mr. Wilkinson became manager of the Hewett Fishing Co. at Fleetwood in 1932. He helped build the fleet up to one of Fleetwood's biggest, with

stakes in both near water and distant water fishing. He was president of the Fleetwood Fishing Vessel Owners' Association during 1958 to 1959 and 1964 to 1965.

For his services to the industry he was awarded the OBE in 1968. Mr. Wilkinson (78) began his career as an officer on the *Fleetwood Trawler Supply* and rose to become one of the most important figures in Fleetwood's fishing industry.

May 19, 1978

FISHING NEWS

3

# Five skippers in court SPANIARDS FINED £4,000...

A SPANISH skipper caught poaching 23 miles inside British waters off Bishop Rock was fined £4,000 with £200 costs at Plymouth on Monday.

The magistrates ordered that his trawler be detained until the fine and costs were paid, but made no order to confiscate his catch or gear.

Jesus Antonio Chacartegui (44), master of the 110 ft. side trawler *Askarate Beria*, pleaded "guilty".

Anthony Collin, prosecuting for the Ministry of Agriculture, Fisheries and Food, said that in the past year nine Spanish vessels have been escorted into

Plymouth for fishing offences.

Two had received a warning and the remainder had been prosecuted.

He said that the 230-tonne *Askarate Beria* was spotted on Saturday evening by the fishery protection vessel HMS *Guernsey*.

### Fixed

Her position was fixed and she was escorted into Plymouth on Sunday.

Her log book showed that she had fished in British waters on Friday and Satur-

day and had almost three tonnes good quality fish on board worth about £1,200.

David Bishop, defending, said the defendant was aware that boats had been prosecuted for fishing within the limits.

He said it was the first time the skipper had fished in that area. He usually stayed between France and Spain, in the Bay of Biscay.

He knew there was a dividing line between Britain and Ireland, but did not know exactly where it was. He described his client as "a gypsy of the sea".



Flowing Tide skipper John West: not guilty.

## 'Net test'-case is dismissed

SCOTTISH trawler skipper John West of Gardentown, Banffshire, was cleared by Plymouth magistrates last week of fishing with a vessel of more than 60 ft. length within three miles of the coast.

Michael Brabin, prosecuting for the Devon Sea Fisheries Committee, said the 76 ft. *Flowing Tide*, Skipper West's boat, was 2.49 miles from land with her net out when a fishery protection vessel came alongside.

He said that such fishing boats were ruthlessly efficient. "It has been said that

four could do the work of all the Cornish fleet," he said. The by-law was to preserve stocks and protect smaller fishing enterprises.

### Doubt

Skipper West said that he had stopped to check his net, which was of 136,000 square yards. He had attempted to tell the Coastguard what he was doing, but could not get his radio to work.

The magistrates decided there was "reasonable doubt" and dismissed the case. No costs were awarded. Skipper West had pleaded not guilty.

## ...and £1,500

ANOTHER Spanish trawler skipper was fined £1,500 with £700 costs after a two-day hearing at Plymouth Magistrates' Court last week when he pleaded not guilty to fishing within the 200-mile limit.

The skipper — 47-year-old Joaquin Luaces — was in command of the 115 ft. *Vallacion de Soto*. His vessel was said to have been spotted by the RN fishery protection vessel HMS *Guernsey* just three miles within the limit and was escorted into Plymouth.

Skipper Luaces claimed he had been fishing in the same area for 25 years and he said he had used a Spanish chart which he considered very reliable.

David Bishop produced

two charts on his behalf, both certified as accurate. But both had a different position for the median line — the line dividing two countries when the distance between them was less than 400 miles.

Pressed by Mr. Bishop, HMS *Guernsey's* navigating officer, Lt. Graham Ramsay, agreed that his equipment had a five per cent chance of being inaccurate to the extent of 2.4 miles.

"The further out you go, the greater the possibility of possible error," he conceded.

However, he said, "all corrections had been made" before plotting the position of Skipper Luaces' boat.

The magistrates ordered that the boat be detained for three months, or until the fine and costs were paid.

## PURSER INSIDE LIMIT AGAIN

SCOTTISH purse seiner skipper, William Tait, was fined £750 with £250 costs by Falmouth magistrates on Friday. It was his second offence of fishing within the Cornish three-mile limit in a vessel of more than 60 ft. length.

Two years ago, Skipper Tait was fined a nominal £50 for a similar offence off Carn Dhu, Cornwall.

Skipper Tait of Box T Ranch, Hallmoss, Inverallochy, pleaded not guilty.

Groundand Tonkin, Cornwall's chief fishery officer, said that when he boarded Skipper Tait's 99 ft. *Challenge* she was 2.2 miles from the coast.

### Hauling

Mr. Tonkin was aboard the fishery patrol vessel HMS *Brereton* at the time of the offence. He boarded the seiner and saw that her net was being hauled in.

He asked Skipper Tait to plot his position on the radar, which he did — showing he was 2.2 miles from the nearest land point.

Skipper Tait claimed that his net had become fouled and he had drifted within the limit.

He caught 55 tons of mackerel that day which would have been worth nearly £4,500 — claimed to be caught outside the limit.

## Oil fine—'boat was in danger'

A BUCKIE fisherman was fined £150 in Lerwick Sheriff Court when he admitted polluting Scalloway harbour, Shetland, by pumping oil into the water.

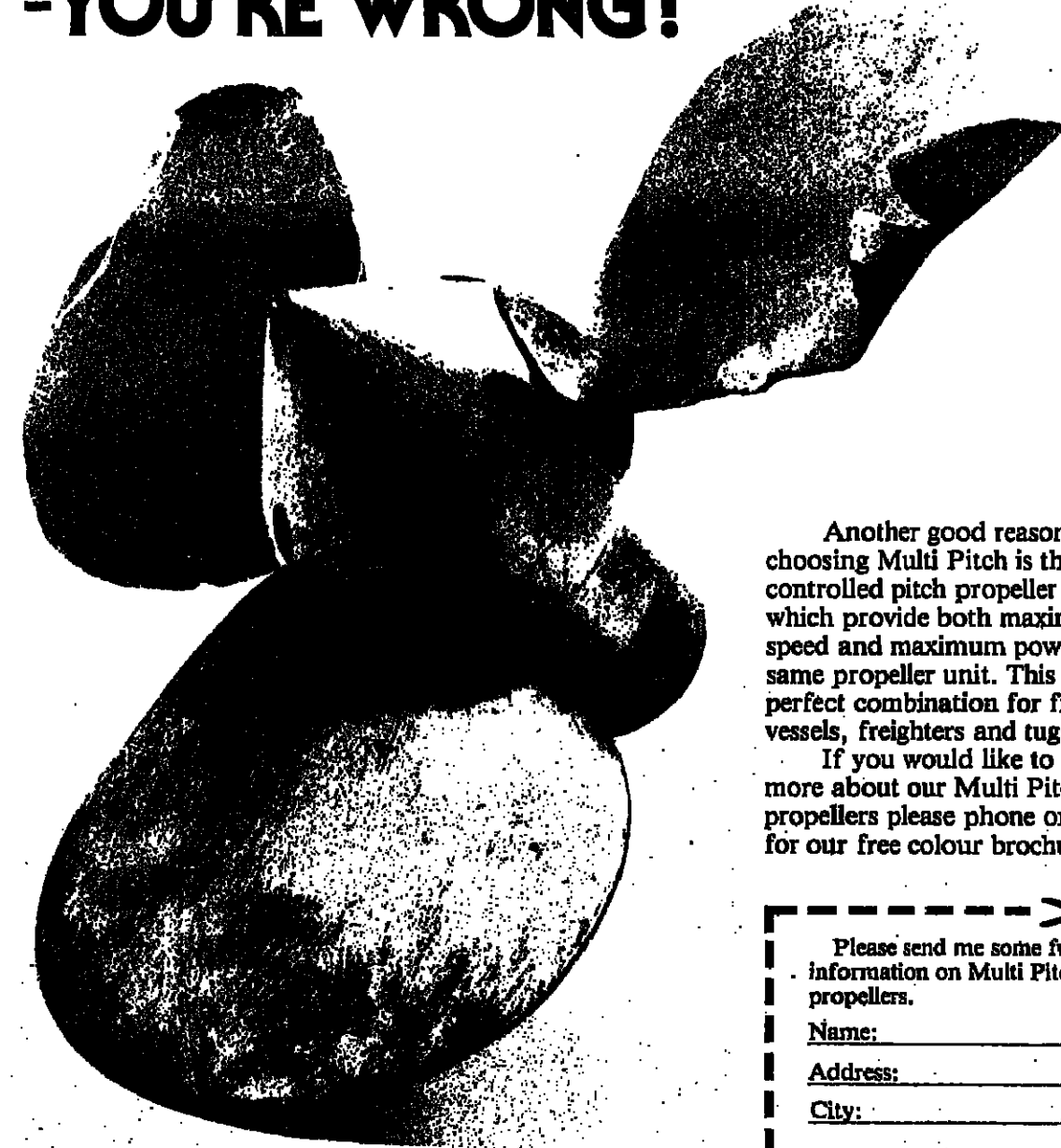
George Ennis, skipper of *Responsive*, admitted the offence which took place in February.

### Repair

The court was told that the oil-polluted water from *Responsive* had been pumped into the harbour because the skipper thought the boat, which was undergoing repair, was otherwise in serious danger of sinking.

He estimated he did not have time to get out of the harbour before pumping the water into the sea.

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*The Synthetic Testing Works No. 4th May 1978*

REPORT No. 57743

Your Ref. M/V W/V 'Airco' Seine Net Rope, 24" circ. supplied by John Fishing Co. Harrogate. Taken from fishing vessel "Ransom", skipper Mr. Burgess after 3 years use.

Results of Tensile Test of sample, described as synthetic Seine Net Rope, received 20th April 1978, from: Airedale Rope Co. Ltd., Leeds.

Test No. W1675

Maximum load 4340 pounds

Remarks: Fracture took place clear of the grips.

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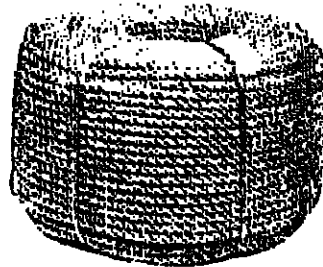
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# IRISH PUSHING FOR £100,000 FINES

THE IRISH Opposition spokesman on fisheries has announced his intention to table a Private Members' Bill to substantially increase the penalties for illegal fishing.

The announcement came during a week in which four Spanish trawlers were arrested on charges of illegal fishing in Irish waters and a District Justice said the penalties for these offences were too small.

Fishermen have also been complaining that foreign boats are ignoring herring restrictions in the Celtic Sea and they particularly cite Dutch and Spanish boats as catching herring while pretending to be fishing mackerel.

In announcing the Private Members' Bill which he will

place before Parliament in Dublin, the Fine Gael Deputy, Austin Deasy of County Waterford, said his Bill would seek to raise the maximum penalties from the present figure of £100 to £100,000 — double the fine at present in force in Britain.

In addition to the automatic confiscation of the catch and gear, the Bill would also provide for the confiscation of the vessel and would make provision for the imposition of jail sentences on skippers of arrested trawlers.

Mr. Deasy said that when he raised the question of introducing a new Bill in the

Dail on December 1 last year, he was given a firm assurance by the Minister that this legislation would be ready by January of this year.

"Here we are four or five months further on and we are still awaiting that legislation. The High Court has also ruled as unconstitutional a District Court decision to confiscate the gear and catch of trawlers convicted of illegal fishing. That means that our present legislation and its paltry £100 maximum fine makes a total mockery of a vitally important issue."

He added that: "As our situation stands at present,

our whole fishing industry at the mercy of unscrupulous foreign trawlers."

"The introduction of legislation is of paramount importance and it should be done without further delay. The penalties I am proposing are not unreasonable. To make it absolutely unprofitable for these foreign trawlers to make incursions into our waters is what is needed."

Whether the Bill is a reading is still uncertain, but its felt that it may force the Government into bringing forward its own legislation on the matter.

## Survey battle not over

SIR, More publicity should be given to the anomalies of the Government campaign to protect inshore fishermen against themselves which will ruin some of them in the process. I refer to DoT safety surveys.

The owner of a boat over 40ft. can be liable to find thousands of pounds for equipment and repairs while the owner of a 39ft. boat is not. However, both boats work the same grounds.

A fisherman, who knows all the hazards involved in his occupation, is not now considered capable of taking precautions regarding his own safety and that of his crew.

Every inshore fishing port has its own different hazards and to use the same standard for all is like forcing the people of the Channel Isles to always carry umbrellas because it rains in Manchester.

Some equipment fishermen are forced to buy is taken ashore after the agent leaves because it is considered superfluous.

In all my 50 years of fishing in The Wash I can only remember the loss of six fishermen — and not one was due to the boats being unsuited.

Most losses are due either to the inefficiency of the skipper, or his errors of judgement.

A well known fisherman who has used The Wash area to make his living all his life, and who I have never known to take undue risks or to spare any expense to keep his boat and equipment in tip top condition,

has been forced to spend thousands of pounds to keep his boat working. All his life's savings have gone.

Despite this he is still not sure that he will be allowed to fish without further expenses demanded by the DoT.

When this ruling by the DoT was first brought in I had just finished building a 48ft. boat. One of the boat's agents called on me to tell me what my boat would require to pass the examination.

After he finished, I asked him what qualifications he had

## LETTERS

to judge what would be required to make a boat seaworthy? (Incidentally, he said his services would cost a sum of £400.)

His only qualifications were that he had once worked in a boatyard as a fitter.

I cannot believe that the DoT has any concern for the welfare of the inshore fisherman. All our older fishermen know that the

only time any Government has any interest in the inshore fisherman was in time of war when we were needed to mine-sweepers and such as craft.

Now, it is not the need of the inshore fisherman that is paramount, but the need to create still more businesses.

I am approaching 74 years of age now, but if I were 24 years old, I would be going now — would be doing my bit for another part of the world.

F. CASTLETON,  
King's Lynn.

## FINE 'OUT OF PROPORTION'

SIR, While I have no wish to enter into a long harangue with Mr. Forsyth-Grant of Montrose, I feel his comments on my 'remarkable ignorance' (*Fishing News*, April 28) merit a reply.

I have no way of verifying his figures for illegally-landed salmon but, even if they are accurate, they can only be considered as hearsay, never having been proved in a court of law.

The view expressed in my letter was a reaction to a particular court case where a fisherman was liable to lose his livelihood over one salmon. He was not accused of landing £80,000 or even £11,000 worth of salmon — and therein lay the anomaly. The penalty was out of all proportion to the "offence."

## Salmon — another challenge

SIR, Your correspondent Mr. Forsyth-Grant (*Fishing News*, April 28) arrogantly accuses other contributors of "remarkable ignorance" and refers to their letters as "propaganda rubbish."

Apart from describing his history, his commercial standing and his war record, his own letter contributes little to

the Scottish salmon dispute — except a set of highly dubious facts and figures which he has quoted in support of his trade against the inshore fisherman.

He has already been taken to task about his remarks on illegal salmon at Billingsgate. I now challenge him to substantiate the figures he has used relating to local boats engaged

in white fishing or alleged illegal salmon fishing, and to name these boats.

Mr. Forsyth-Grant is in the area, and he is the operator of the "salmon boats" mentioned in an earlier letter.

R. J. DUNCAN,  
6 Mercury Terrace, St. Cyprian, Montrose.

## Core hulls — no 'seal of approval'

SIR, I read with interest the article on the new 'American-style' method of GRP construction being adopted by Versatility (*Fishing News*, May 5), but there are several points I should like to take up.

I disagree entirely with the view that GRP hulls need to flex to prevent damage. The most important layer on the GRP hull is the gelcoat which, of course, because it is not reinforced with glass, is brittle compared to the laminate itself. Any flexing of the hull can result in cracking of the gelcoat, thus allowing the ingress of water and breakdown of the main laminate.

As far as balas core GRP construction is concerned, the biggest motivation for this method is usually to get the price down by adding a sandwich filler and reducing the actual laminate — not advanced technical innovation!

The GRP sandwich structure is very strong, but only as long as the three layers are bonded together. If they come apart due to putting the balas down on oiled matt, by over flexing, or collision, the damage is normal in commercial fishing, or dampness in the balas (a common problem), then there is little or no strength.

Once the water is into the balas, heaven knows what problems you can get. After the outside, you've only got about 3in. of GRP keeping the water out.

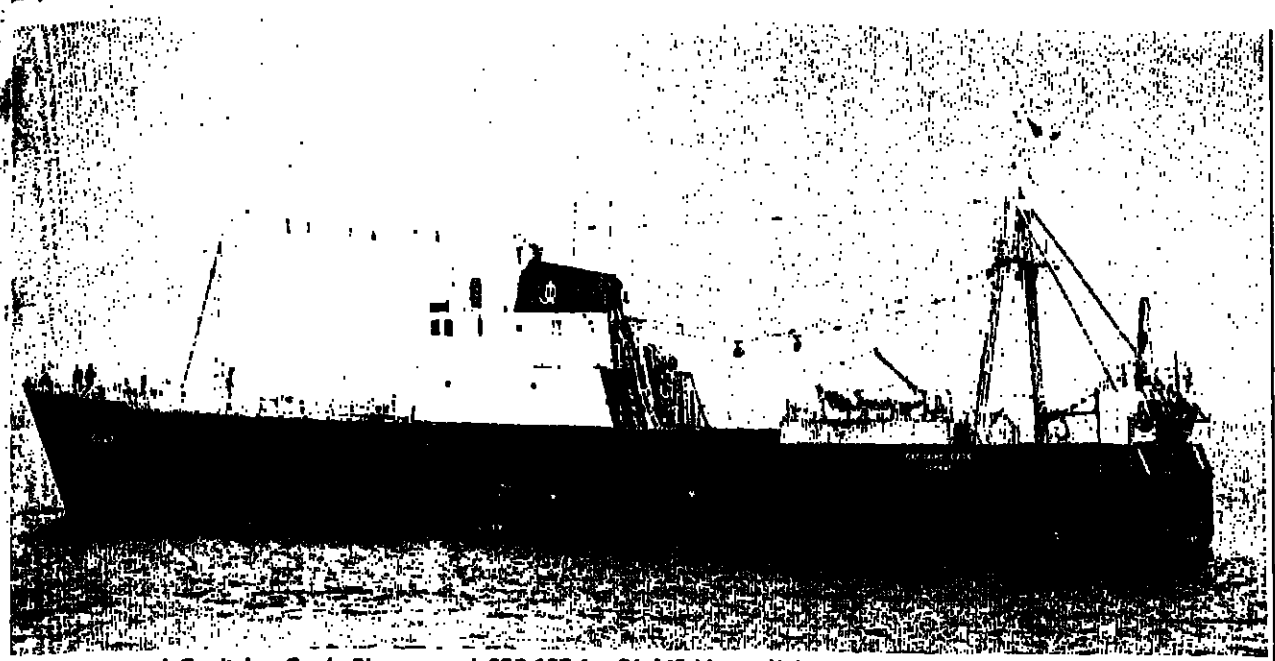
When Cymru built Skipper Collin Parker's GM37 in GRP foam sandwich (for a mould plug), the White Fish Authority insisted that the outside laminate should be the same thickness as a single laminate hull — such was his concern.

More problems of balas core construction on hulls come to light during boat out. Every through-hull fitting, transducer, bilge discharge, bilge pump, etc., has to have the balas removed and wood banded in. This applies to all through-hull fittings.

In other words, GRP balas construction is not a wonder material. It is very strong but there are more pitfalls and problems than with conventional construction.

The fact that some American boats are built in this way is a matter of approval — I rate traditional GRP boat design and construction as superior — which is why it has imposed high import duties on competition.

JOHN S. PETERS,  
Production Director, Cymru, Penryn, Cornwall.



The Lorient vessel *Captain Cook*. She grossed £33,127 for £1,443 kits at Hull on Monday.

## Foreign boats pile in at Hull

HULL HAD its biggest turn-out of Icelandic ships last week since the landing ban was lifted. Foreign landings were also boosted by the arrival of a French stern trawler.

The week began with a discharge from the French vessel *Captaine Cook* which grossed £33,127 for 1,443 kits. This included 1,206 kits of blue king averaging £21.43 per kit after a Western trip.

The same day the Icelandic trawler *Ran* made a partial landing amounting to 508 kits, which grossed £20,880 and included 303 kits of haddock averaging £45.34 per kit. *Ran's* total discharge was

from two Hull distant water trawlers. *Marr's Westella* (Sk. M. Boddy) grossed £42,176 for 1,605 kits. She averaged a £26.45 for codstuffs after a 25-day trip to the White Sea.

*BUT's* Lord St. Vincent (Sk. A. Oler), which had been on a 24-day trip to the Bear Island/White Sea grounds, realised £28,036 for 1,093 kits with her cod averaging £25.30.

On Thursday the Icelandic vessel *Holmuntindur* made £43,779 for 1,430 kits. Cod averaged £31.55 per kit. The week's trading ended with a Friday landing by the Icelandic *Siglubik*, which made £69,981 for 2,164 kits.

Other Wednesday landings

## Seminar postponed

THE WHITE Fish Authority fishing industry seminar — originally to be held in Aberdeen on June 15 during the International Fisheries and Marine Equipment Exhibition (Catch '78) — has been postponed.

A spokesman for the authority said that the decision was due to commitments unanticipated at the time.

However, he added, the authority still intends to organise the seminar and hopes to make an announcement about a new date later.

## People

Mr. J. L. Barr, clerk and superintendent of the Lancashire and Western Sea Fisheries Joint Committee for the last six years, has left the committee to work at Gordonstown School.

He was formerly a hydrographer in the Royal Navy and had been an MAFF fishery officer at Hull and Fleetwood before joining the Sea Fisheries Committee.

Mr. Barr will be Gordonstown's controller designate and eventually will be responsible for the administration and finances of the school.

Mr. Barr has been succeeded at the Lancashire and Western Sea Fisheries Committee by Dr. Paul A. Driver, who joined the committee as a biologist in 1974. He has, since 1975, been the committee's senior scientist.

Dr. Driver graduated in biology at Portsmouth Polytechnic and then took his MSc in marine biology at the Marine Science Laboratories, Menai Bridge (VCNW Bangor).

He returned to the Portsmouth Polytechnic Marine Laboratory at Hayling Island to make a study of the biology and fishery of the crawfish for his Ph.D.

## COOLED LORRIES FOR HIRE NATIONWIDE

THE British Road Services group has launched a new rental operation which will make refrigerated vehicles available for hire throughout the UK.

The rental operation has

been successfully test marketed in the north-west of England and Scotland before being offered nationwide.

BRS has already had close contact with the fishing industry through the delivery service its vehicles operate

from Grimsby.

Hire trucks could prove a boon to seasonal fishing and to small producers seeking wider outlets.

For the new service, BRS has added a selection of 7.37 and 16-ton vehicles to its fleet. These are equipped with Pelter DFN 20DG refrigeration units, built into 14-21 ft. Buckstones and C.F. Rigida bodies.

BRS Truck Rental says that strict EEC regulations now being applied to the transportation of foodstuffs have prompted an increasing demand for refrigerated and temperature controlled vehicles.

## South-west mini show set for July

FISHING gear and equipment manufacturers in the south-west are getting together to put on their own mini show for inshore fishermen.

Roy Gollup, boss of Gollup Trawls, decided to arrange the informal show as no other exhibition looks like being organised in the area.

He told *Fishing News* on Wednesday that he hopes to have around one dozen exhibitors at the show being held in a car park and showrooms at Lyme Regis, Dorset, from July 5 to 8 (Wednesday to Saturday).

So far firms supplying engines, fishing gear, electronics, boats, clothing and safety equipment have shown strong interest.

More details of the South-west Fishing Gear and Equipment Show from Roy Gollup on Lyme Regis 3820.

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## LAST NAVY SALMON

SALMON will no longer appear on the menu of Royal Navy protection fishery ships.

Rough Brown, Under-Secretary of State for Scotland, has said that the Ministry of Defence had investigated incidents where

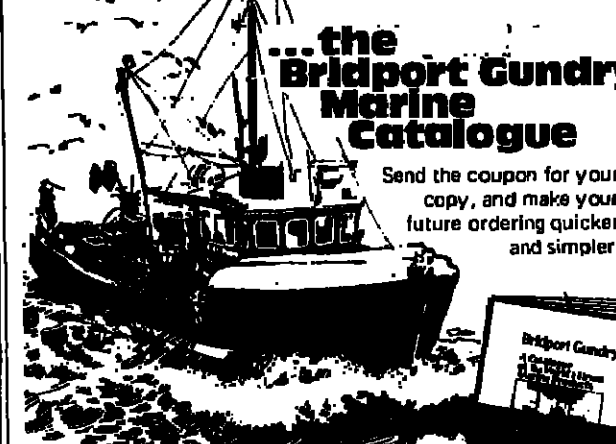
salmon, alleged to have been illegally-caught and taken for evidence in a trial, was eaten by the crew of the protection ship.

Mr. Brown has told Andrew Welsh, MP for South Angus, that the Ministry very much regrets that such incidents take place and has given an assurance that it will not occur again.

Mr. Welsh said: "When skippers are facing fines of up to £5,000 I thought it only right that this eating of salmon evidence by navy crews should be stopped."

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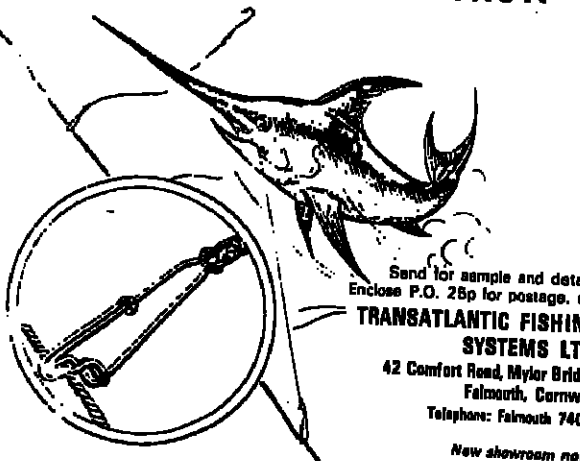
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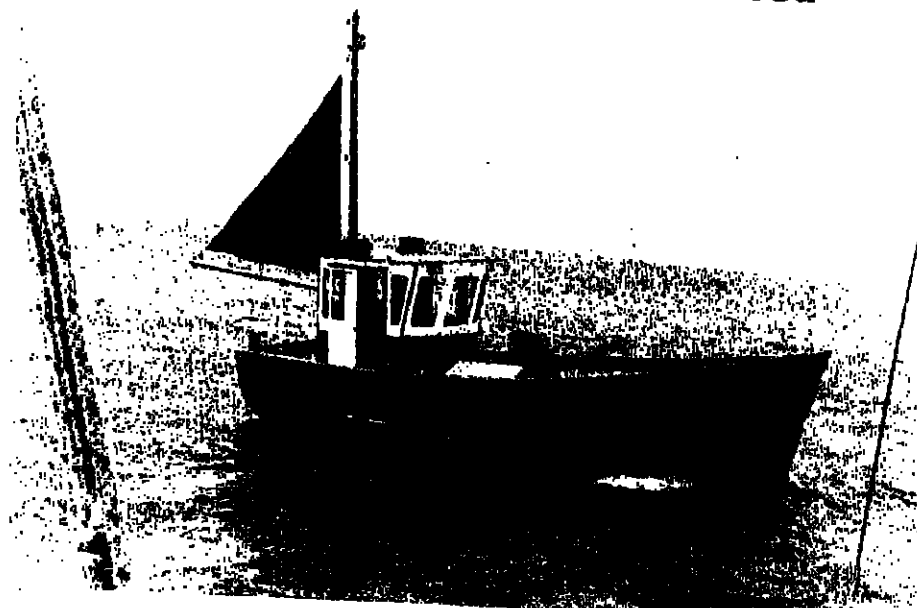


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# STRONG FISHING FLAVOUR FOR PLYMOUTH SHOW

A BIG line-up of GRP boatbuilders are set to battle it out for orders in Plymouth next week. Hulls ranging from 16-44ft. will be on display at the West Country Boat Show which takes place from May 27 - June 3.

The strong competition will be increased by a trophy, which is being put up by Westward Television, for the best "value for money" boat.

A new departure for the show this year is its move from the city out on to Plymouth Hoe.

Despite the accent on boats, there will be plenty of equipment on display to put in them, ranging from engines to echo sounders.

One frustrating feature of the show could well be its timing. A little earlier in the year and exhibitors might have caught the big-spending Scottish fishermen, who have now returned home after a season on the south-west mackerel.

Over the years, the show has taken a more commercial fishing flavour. From the following look at some of the boats and equipment to be exhibited, it is obvious that this trend is continuing.

A. Ray Burn (Plymouth) Ltd. With a lot of equipment to display, this will be one of the bigger stands at the show. Featured will be a cut-away model of a Baudouin engine. This engine range, which runs from 65 hp to 600 hp, is well known as a power source for fishing boats. Also in the power line on this stand will be Thornycroft engines from 36 hp to 190 hp - available with a wide range of gearboxes.

The Celtic Slave hydraulic pot hauler, which made such an impact on its debut at the last show in Plymouth, is sure to be a big attraction. Most of the top crab boats in the south-west are now fitted with these haulers.

Other equipment featured on the stand will include: Teleflex Morse controls and steering systems; Jabsco pumps; TMP hydraulic gearboxes; North Sea winches and net haulers; Kort nozzles; 'C' Sentry anodes for cathodic protection and stern gear and fittings from Teignbridge Engineering.

Cygnus Marine Ltd. This well-known GRP boat building firm will be sailing into the show with its GM26 hull. This will be displayed as a part assembly, comprising,

hull, deck and moulded wheelhouse. Over 100 of these hulls have been built in the past 18 months.

The GM21 and GM37 versions will also be on view, as a part assembly.

At the bottom end of the range, the Cygnus 15 working punt is sure to attract a lot of attention. More than 30 of these small hulls have already been supplied to customers in Cornwall.

St. Teirox, a completed GM26 from Dartmouth will be moored nearby. She was fitted by Ross Mackenzie.

Monachorum Manufacturing Company. The 'Plymouth Pilot' range of traditional round bilge West Country fishing boats whose popularity can be gauged from the fact that the thousandth hull from this popular range was produced recently.

Available in 16ft. or 18ft. versions, these boats are supplied as mouldings to firms all over the country for fitting out to individual customers' requirements. Displayed for the first time is a new cuddy moulding to suit the 16ft. Pilot.

In the marquee, the firm is showing a range of Norwegian

manufactured Sabbe range diesels from 8 to 30hp - including recently introduced versions fitted with the gearboxes suitable for step lever remote control.

Salcombe Marine, side at sea with inflatable dinghies, lifejackets, liferafts and 60 cross flares, will be featured on this stand. All the leading manufacturers - Javel, Beaufort, Dunlop, Javel, RFD and Pains West - Schermuly - are represented.

Information on regulations for life-saving equipment will be available on the stand along with details on lifeboat servicing.

Aquarius Marine. The GRP boatbuilder will be taking the opportunity to produce its range of AQ hulls from 27 ft. to 30 ft.

Based at the shipyard in Porthleven, Cornwall, Aquarius has just produced its first 27 ft. fishing boat which will be seen at the show. Fitted with an 80hp wheelhouse, the demonstration boat is powered by British Leyland 2.2 litre engine.

Three 30 ft. hulls are under construction for fishing. Two will go to Cornwall, and the other to a Morecambe fisherman. Rye Yacht Centre. A part completed GRP 'Versatility' hull will be available for inspection. The Versatility range is now being extended up to 40 ft., and the first of these hulls is due off the production line in September.

A space-saving Versatility hull is now being offered, based on an American system of moulding. This incorporates built-in insulation and stiffening. R. & B. Lenkey. Shallow traps, trawls and gill nets will be among a wide range of fishing gear on this stand. The Inimitable Mr. Leakey will be attending the show.

Winters Marine Ltd.

Theme of this stand is the complete 'marine propulsion package,' featuring the range of Fiat/Alfo engines and Bruntons propellers.

The Fiat range runs from 60-540 hp and two units are expected to be on display: 800M (135 hp) and CP3M (180 hp).

From the Bruntons propeller range, there will be: 40 in. diameter Superston Screw, 36 in. dia., three-bladed, Newton propeller, finished to very close limits; pair of 20 in. dia., three-bladed, propellers and 34 in. dia., manganese bronze steeper, arranged for water lubrication.

Scotland and are exported to Norway and Sweden.

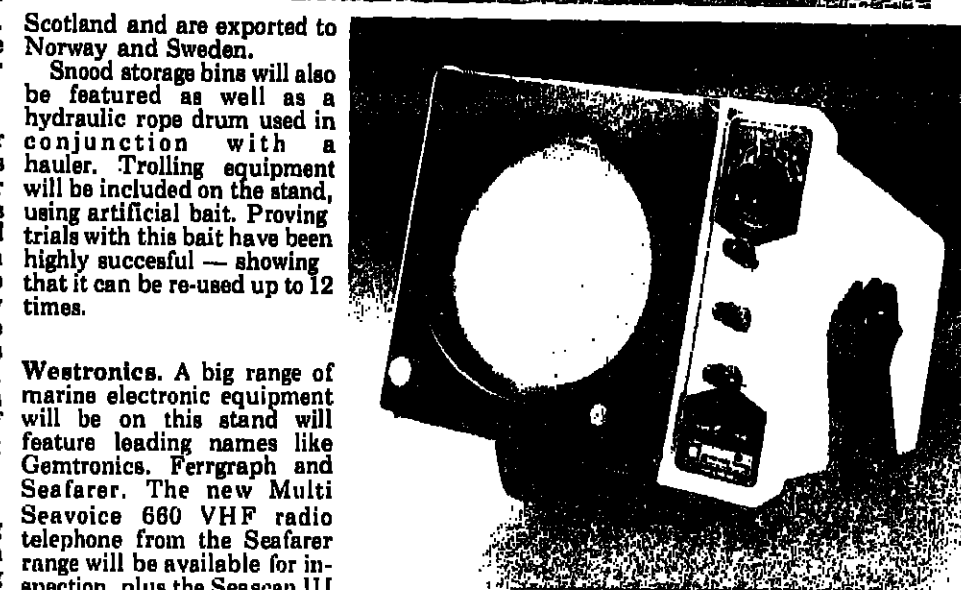
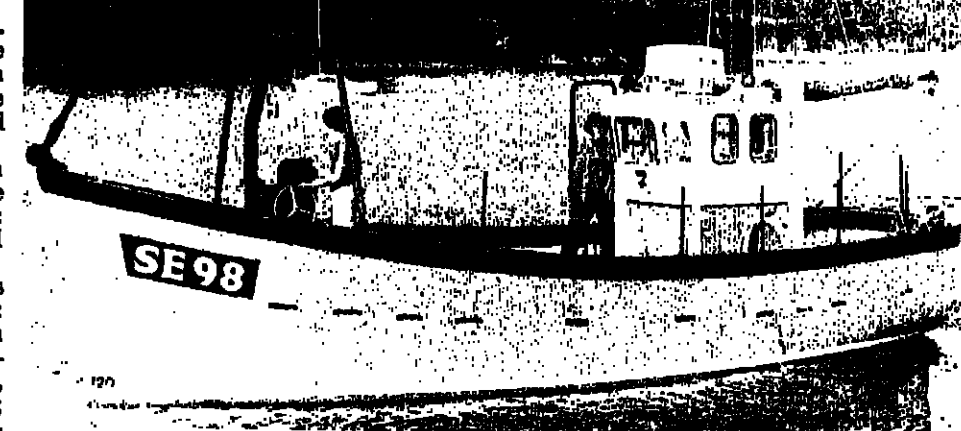
Snoed storage bins will also be featured as well as a hydraulic rope drum used in conjunction with a hauler. Trolling equipment will be included on the stand, using artificial bait. Proving trials with this bait have been highly successful - showing that it can be re-used up to 12 times.

Westronics. A big range of marine electronic equipment will be on this stand will feature leading names like Gemtronics, Ferragrap and Seafarer. The new Multi Seavoice 680 VHF radio telephone from the Seafarer range will be available for inspection, plus the Seacast III radar also from the same stable. The Gemtronics Kingfisher GT-1056 fish finder from the United States is featured. This straight line white line recorder is fitted

with a special wide-angle transducer making it possible to identify the species of fish being observed. The unit uses full 6 in. wide recording paper and operates down to 1,440 ft.

Transatlantic Fishing Systems. Over 100 vessels in the south west are operating these long lining systems, each using over 1,000 clips.

The whole range of clips will be on display suitable for 8mm line down to 2mm. These systems are now being used in



Below: The Salcombe crabber *Amirante*, based on a Cygnus 32ft hull. She is owned by Keith Savis. Bottom: Seacast III radar will be on the Westronics stand.

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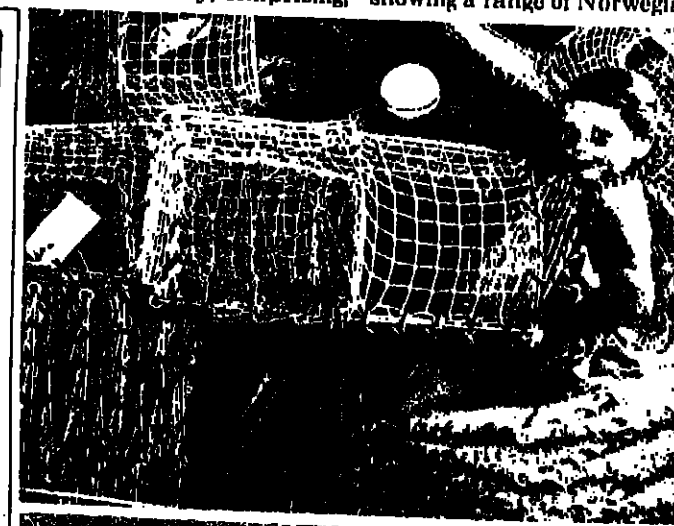


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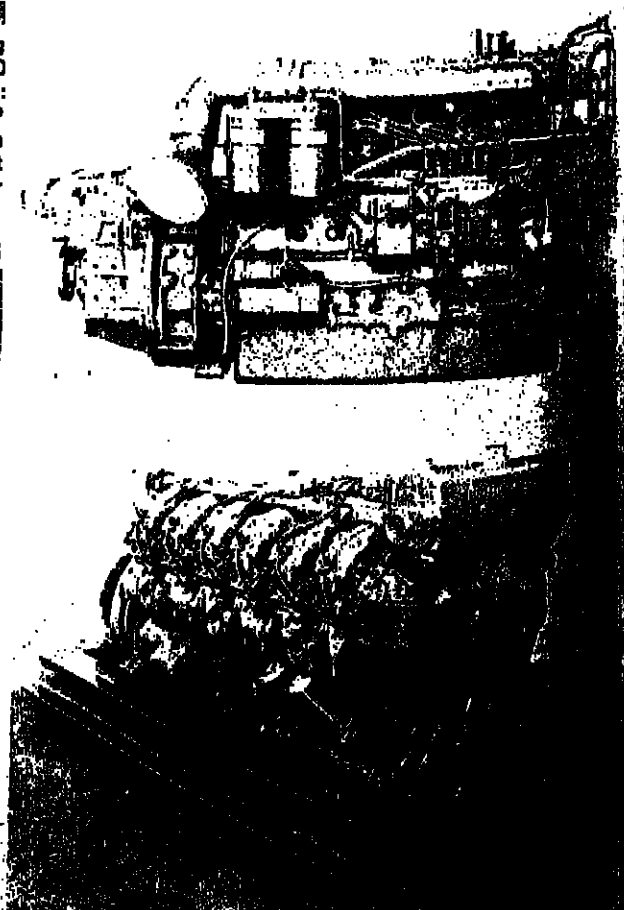
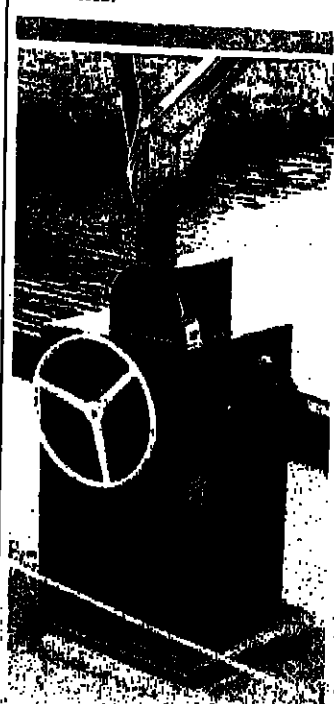
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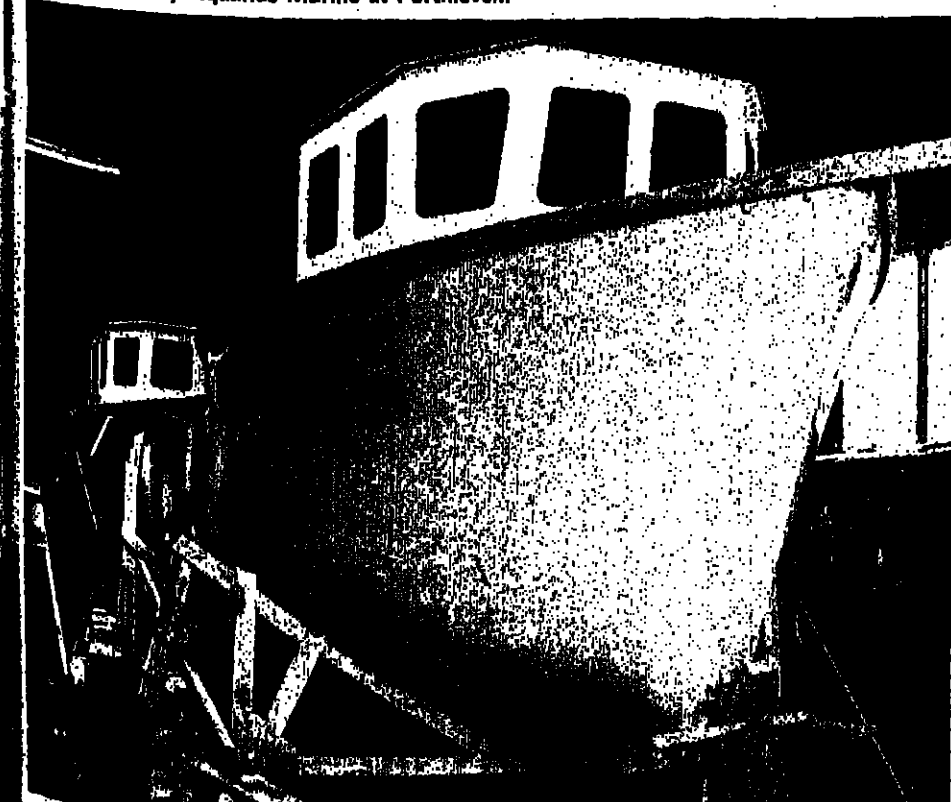
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Tel. Salcombe 2666



Above left: Leakey folding lobster traps. Right: Fiat's 180 hp engine. Below right: Baudouin engine from the DNP 12 range. Below: The 3-ton Celtic Slave hauler on the just completed Salcombe crabber *Amirante*.



Above: Monachorum's 18ft. Plymouth Pilot GRP hull. Below: Fitting out 30ft. hulls from the AQ range produced by Aquarius Marine at Porthleven.



27 May - 3 June

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# Frank comes up with eel trawler

IF YOU really want the right fishing boat, then one way to do it is build her yourself. In fact, this is what retired King's Lynn skipper Frank Castleton has done — three times!

Frank Castleton's new 21-footer, built for experimental fishing and eel trawling. She is the smallest job Skipper Castleton has tackled since he took

up boatbuilding. Previously he built the 48 ft. *Agnes C II* and the 30 ft. *Nicky*, which is now worked by his son.

The new open boat has an 8 ft. beam, with a draught of 18 in. She is carvel-built of 1½ in. larch on 3½ in. x 2½ in. oak frames spaced every three feet. Two 1 in. x 2 in. steamed ash frames fill the intervening spaces.

In the widest part of the boat, forming a raised trunking, is a wet well, with forward and aft bulkheads and glass-fibred inside. One plank on each side of the boat is bored with half-inch holes, and there is a flooding valve in the centre. The well is intended for storing eels.

## Trap

A 12 ft. beam trawl will be used with the heads blocked-in, and with the net (home-made) containing a trap inside. This was a method used at one time for catching soles.

Skipper Castleton has set traps for eels, but he is interested in the idea of trawling for them — following an article he read in *Fishing News* — to see if it is more effective.

The boat is tiller-steered and fitted with a Lister three-cylinder 12½ hp engine. A hydraulic drive is installed in place of a gearbox. The hydraulic oil tank is positioned in the stern.

The engine drives a 14 in. diameter propeller with a 14 in. pitch. There is no capstan or other means of hauling the trawl; this is not thought necessary considering the size of the gear.

The boat can also be used for shrimping and cockling, but eels are the principal quarry.

The boat was built under cover, and as she received her final touches, Frank Castleton started on a 42 ft. boat.

Skipper Castleton: If you want the right boat build it yourself.

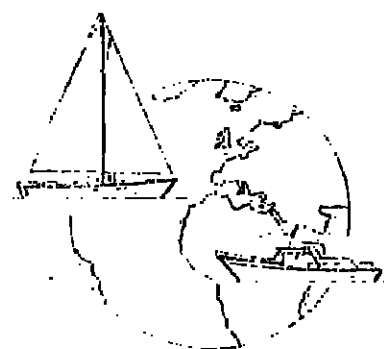


Aft view looking down on the boat — she has a beam of 8 ft. with a draught of 18 in.

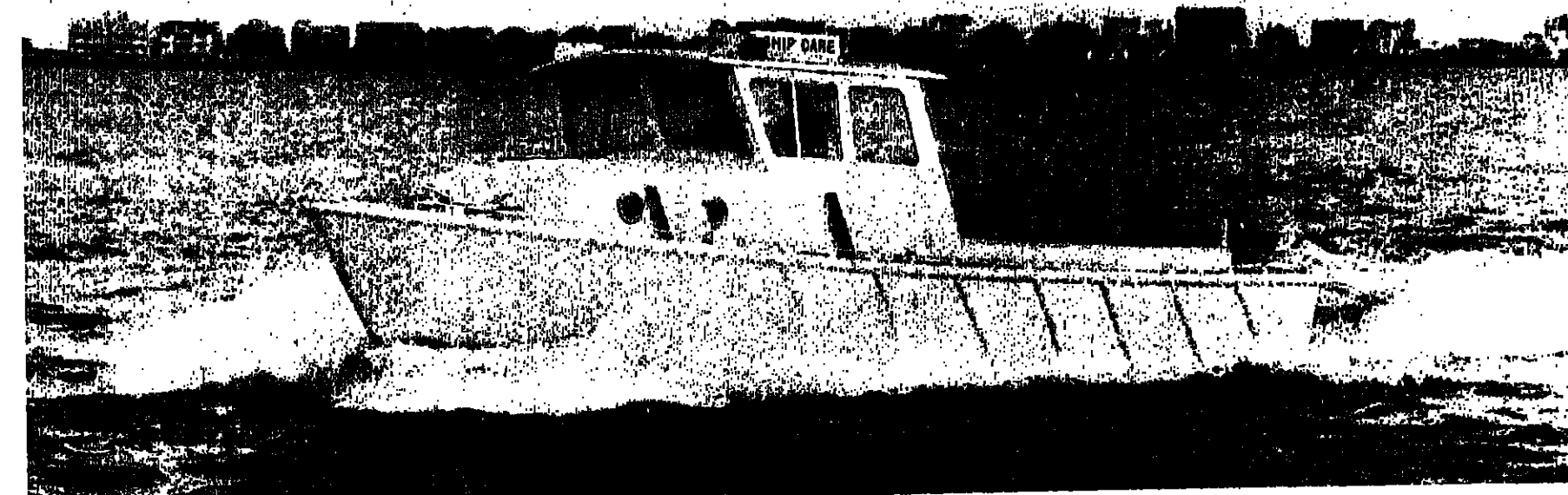
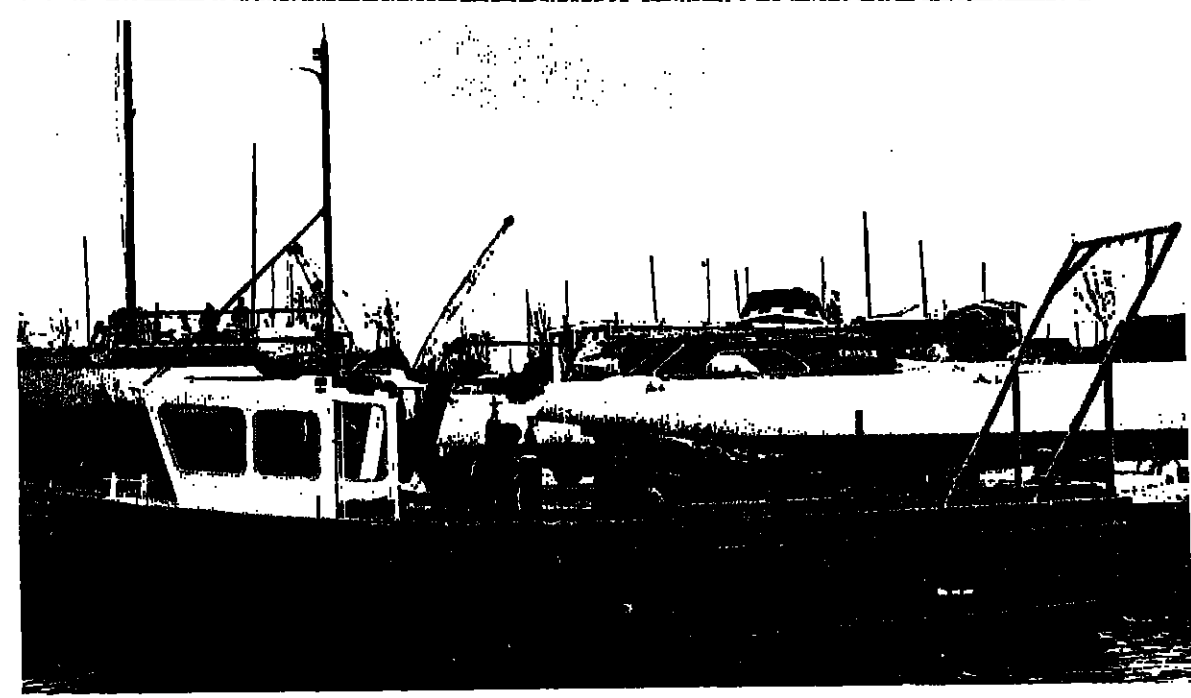
## fishing news

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Assistant Editor: Ian Strutt.  
Scottish correspondent: Gloria Wilson.  
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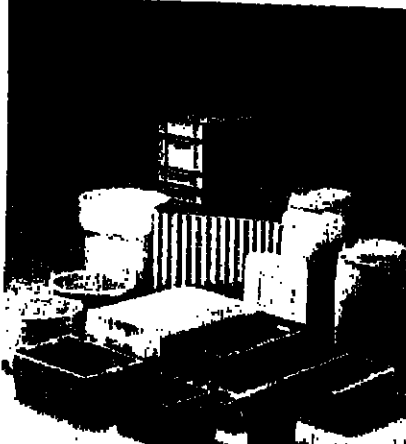
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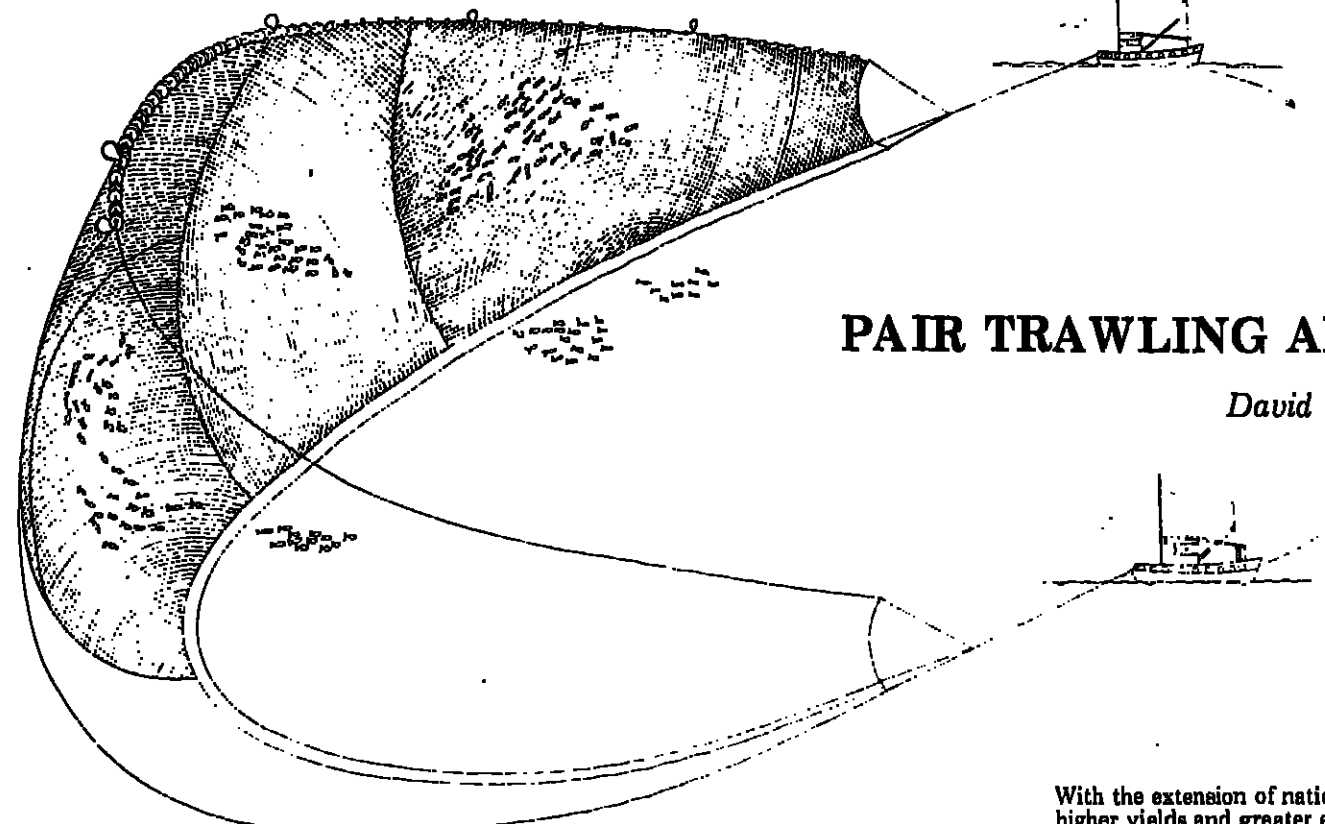
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## PROTOTYPE BOAT JERSEY-BOUND

Above: the Brunel 35 has a large deck for potting. Above right: the 35-footer being prepared for trials from Poole, Dorset. Below: stern gentry in position.



JERSEY skipper Brian Downs took delivery of Avon-Brunel's prototype Brunel 35 boat this week.

The big-built steel craft went on trials from Poole, Dorset, on Sunday but hit a problem which delayed the delivery trip to her home Nait Bay, Jersey, base. The compass could not be adjusted satisfactorily inside the steel wheelhouse.

The 35 ft. x 11 ft. 4 in. (max) x 4 ft. 2 in. boat was ordered by Skipper Downs of North Jersey Fisheries in January, but work fell behind schedule at Avon-Brunel's Salisbury factory.

This was because the boat was the prototype and design changes were made to improve her into the best possible craft, according to Avon-Brunel's managing director, Tom Penney. Also there were problems obtaining steel.

However, the owners had to come to an arrangement when the cost of the part-completed boat was found to have shot-up around 40 per cent because of 'extras'.

After negotiations, Skipper Downs said he was well satisfied with both the boat and the deal.

He will work her as a potter/dredger and fill in on white fish trawling when the shellfish are not moving.

Hull plating is 6 mm and frames are at 30 in. centres. The keel has a 3 1/2 in. x 1/2 in. tube welded on to enable her to take the ground as the small harbour where she will be moored dries out.

The prototype has a wider wheelhouse than standard and this has two forward windows instead of one.

The hull has extra stanchions in way of the pots and for dredging, plus higher pot rails on the bulwarks.

Her seawinch one-ton pot hauling capstan is driven through a clutch-pump off the 120 hp recon Ford diesel supplied by Darglow. This unit, which drives through a 3:1 gearbox, has a six-month guarantee.

### Offshore

Skipper Downs will work 500 pots and estimates she will carry around 150 on the spacious deck. He plans to fish them further offshore — and maybe in deep Channel waters — as inshore grounds he has been fishing with a boat ten ft. shorter are crowded.

On trials she hit eight knots at 1,800 rpm and should be capable of nine knots. She handled well and turned almost in her own length.

Skipper Downs is to fit his own trawl winch and she has a stern gentry and bait cutting table. Fuel tanks each side of the engine hold 300 gallons.

She is some 9 in. deeper than the original standard.



Brian Downs — satisfied with his deal.



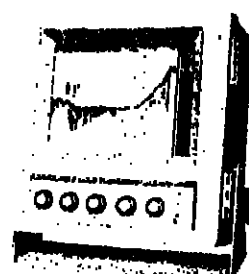
Tom Penney — arrangement on price.

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Bob Stevens — slow progress on his new boat.

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### Escape to Sea — John Burgess

A vivid description of the author's escape from deskwork in the '30s, via the Australian bush, to the sea career which gave practical knowledge for his current writings. His world-wide adventures pointed to many ways in which a living can be made from the sea; the book ended with guidance on fishing methods, places, training. Some of this detail is now dated which means you can now buy this lively yarn for £1 only

To: Fishing News Books Limited, 1 Long Garden Walk, Farnham, Surrey, England. (Tel. Farnham 26966) (Registered in England No. 412078. Reg office: Lee House, London Wall, London EC2.)

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## More kits to beat corrosion

ON MARCH 17 I suggested to a reader, who wanted to protect an aluminium alloy sump against corrosion, that he either cover it with laminations of glass cloth and resin or coat it with a polyester or epoxy resin.

I mentioned two sources from which he could obtain the materials to do the job. Kits designed specifically for providing protective and "armour" coatings for machinery casings, storage tanks, bulk-heads, pipework etc., as well as for repairing them, are also obtainable from Ferguson and Timpon Ltd, 5 Abthol Avenue, Glasgow, or any of the company's branches in London, Birmingham, Sunderland or Hull.

Although known as Thistlebond Repair Kits, they include resin-based products as suitable for maintenance purposes such as protecting sumps from corrosion as for carrying out emergency repairs to leaking tanks or fractured pipes.

They contain all necessary materials and accessories to enable an epoxide resin/glass fabric laminate to be produced.

They also contain additional Thistlebond materials to broaden their scope of application and are available in four standard sizes for general maintenance and repair purposes.

Special kits are also available for particular purposes such as repairing GRP lifeboats.

In all the company can supply nine different kits and, for good measure, a range of compositions which includes a quick-setting adhesive, an epoxide resin cement, and plastic steel and bronze putties which will cure underwater.

Ferguson and Timpon publish an instruction manual which tells you all about these kits and compositions and how to carry out repairs or maintenance work with them. Copies are obtainable from the Glasgow or any other branch office.

...and help from Dol directory

SOME more help in the fight against corrosion comes from the Department of Industry which has just published an updated Corrosion Prevention Directory. It is a revision of the first edition, published in November 1975.

The directory gives details of corrosion advisory services for industry, recommended standards of protection and suppliers of protective materials.

There is also information on professional institutions, societies, and associations concerned with corrosion, and published information including periodicals, books, conference proceedings and films.

Other sections include a glossary of corrosion terms and details about training and courses leading to formal qualifications.

**Corrosion Prevention**

## John Burgess' Log



Directory, edited by Dr P. J. Boden, Department of Metallurgy and Materials Science, University of Nottingham, is available from HMSO, price £3.25 net.

## Lobster keep

"I HAVE always kept lobsters in a floating wooden keep."

"Last year, during a spell of warm weather, I lost a lot of them and have since been told that I would probably not have done so if I had stored them in a weighted keep on the bottom."

"Do you agree with this opinion and, if so, can you tell me how to make a submersible keep?"

There is plenty of evidence to indicate that mortalities increase among lobsters stowed in floating keeps on account of rise in water temperature during spells of hot weather.

The late Pat O'Farrell, for instance, ceased to use floating keeps after he lost 5 cwt. of them in an onshore gale and he later wrote: "When I switched to bottom-hugging cages, lobster deaths were reduced to almost nil."

"No doubt the higher death rate of the former method was due to the fact that the rats became too warm as they floated near the surface."

In his book *Sea Food Fishing* there is an illustration of a large, twin compartment submersible storage box measuring 12 x 6 x 2 ft. The drawing is sufficiently detailed to enable you to make one on the same lines.

*Sea Food Fishing* is obtainable from Fishing News Books Ltd, 1 Long Garden Walk, Farnham, Surrey — price £3.50 plus 5% p.&p.

## Stowing batteries

I MENTIONED in my log (*Fishing News*, April 7) that Norwegian-made GRP chests for stowing batteries are now obtainable from Ulstein (UK) in Dunfermline.

I have since learnt that such chests, for carrying one 24-volt, two 12-volt or four 6-volt batteries, are being made by Cosalt Ltd. and that the company can supply GRP chests for stowing any number and size of batteries to order.

So, should you have a mind to stow your batteries in a leakproof GRP chest, you may save yourself some freight charges if you order from your local Cosalt depot.

If you should tend to think of Cosalt as a supplier of nets, line, twines and ships' chandlery almost exclusively, the fact that the company un-

dertakes the moulding of GRP chests serves as a reminder of the astonishingly comprehensive range of products and services it does supply.

A new branch, under the management of Trevor Paul, was opened at 26 Beach Road, Felixstowe, not so long ago and a list of what you can obtain there is an eye-opener.

Not only can you get all types of nets and twines, fibre and wire ropes, but a wide range of tools, paints, pyrotechnics, fire fighting appliances, marine lubricants and protective clothing.

Services offered are as comprehensive as the range of gear and equipment available. The branch will undertake any type of rigging work, make any type of sail, install and repair electrical equipment of all kinds, service liftgears, manufacture and repair anything in sheet metal, service and repair lifting gear of all kinds.

## Scanning sonars

"IT WOULD appear that it pays to install a cathode ray tube display scanning sonar in a boat primarily engaged in pelagic fishing nowadays."

"Is there any evidence to indicate that it might pay to install one in a boat engaged mainly in bottom trawling of the East Coast?"

I have heard that scanning sonars have enabled prawn trawlers in Scotland to increase catches by towing in rocky areas in which they would not dare to trawl without such instruments on board. Also that demersal trawlers elsewhere are using them successfully to tow close to rocks and wrecks to which they formerly gave wide berth.

If you have a mind to trawl close to wrecks off the East Coast, I have an idea that there may be plenty of concrete evidence to indicate that it would pay you to install a scanning sonar.

If this is a fact, the evidence would be obtainable from Coastal Radio Ltd, Westway, Chelmsford, Essex, Marconi Marine's associated company, which can now supply and service any unit in Wesmar's range of sonars.

## ANY QUESTIONS?

IF YOU have any queries about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

## WHITBY MEN PRESS FOR PROTECTION

WHITBY cobbie fishermen who claim their livelihood is being threatened by the rapidly increasing number of part-timers are seeking Government backing for some form of protection.

Whitby Cobblemen's Association has decided to ask the North Eastern Sea Fisheries Committee to press the Government for some form of protection such as licensing.

"They are growing in their hundreds," said Dave Peart, society secretary. "Some at Whitby have up to 100 pots and it can be treble that number further north. They are killing the potting and are going to start now with trammel nets which are easy to work — there is no skill."

Mr. Peart said they were hoping to get the support of fishermen throughout the British Isles.

Len Douglas, a member of the association committee, said: "We do not want to take away their bit of fun but they are going to stop us getting a living before long."

## 'Vandal' switched

THE HULL trawler *Arctic Vandal* was switched to Grimsby on Tuesday where she made £28,626 on a poor market. She brought back 1,418 kits from a 17-day Western trip.

A large catch of coley was sold but small sized dogfish could not find a taker.

The dogfish flop was something of a disappointment for the owners of Boyd

Line, who had switched the vessel primarily to pick-up better prices at Grimsby than at Hull.

While there were hopes in Grimsby that this could be a forerunner of more landings by Boyd trawlers, a company spokesman told *Fishing News* that this would not be the case.

He said that the vessel was just back from a 17-day Western trip.

May 19, 1978

FISHING NEWS

15

# Brussels is centre for fisheries conference

EEC FISHERIES Commissioner Finn Gundelach will be among the speakers at a conference on European fisheries to be held at the Sheraton Hotel, Brussels, on May 31.

Mr. Gundelach will speak on the common fisheries policy after a morning of national views from inside and outside the European Community. This will include speakers from France, the United Kingdom, Denmark and Norway.

The aim of the conference is to enable countries to explain how they view current and future problems of catching, processing and marketing fish. Special attention will be focused on the EEC, but it will be of interest to all European countries.

The afternoon will be devoted to fish marketing in Europe. Speakers will analyse the marketing process from fishermen to consumer and take a look at fish marketing in Europe over the next ten years.

The conference is being organised by Agra Europe (London), publishers of the fortnightly *Eurofish Report*. Further details are available from: Agra Europe (London) Ltd, 16 Lonsdale Gardens, Tunbridge Wells, Kent, or 216 rue Stevin, 1040 Brussels, Belgium.

... Recalling some of the stories which appeared in our columns this week 50 years ago.

MAY 19, 1928  
BRITISH Consul in Iceland arranges with Icelandic authorities to broadcast weather forecasts in English as well as Icelandic.

MINISTER of Fisheries proposes to bring forward estimate to make provision for construction of second fishery cruiser in the Dail.

APPLICATION made for extension of grounds for seine net fishing on the north side of the Firth of Forth due to lack of catches.

FLEETWOOD steam trawler, *John Callaghan*, sold to Aberdeen fish firm by Dinas Steam Fishing Co.

FISHING operations in Greenland are to be carried on from Fleetwood instead of Hull.

Tyneside is to have a new lifeboat. The existing boat, *Tynesider*, a 47 ft. Watson type, which has been in service from Tynemouth since she was built in 1948, is to be replaced next month by the 52 ft. self-righting *Princess Alexandra* of Kent.

The *Princess Alexandra*, a great advance on *Tynesider*, is coming to Tynemouth from a refit at William Osborne Ltd's yard at Littlehampton, but will only be on station at the mouth of the Tyne for a little over a year.

Tynemouth lifeboat secretary Ken Middlemiss has just heard that the station is to receive an ultra-modern *Arun* class 52ft., 20-knot vessel by the end of next year.

"She has been delivered for fitting out to Osborne's yard, and has been allocated the number 1081, but there are three boats to be finished before her," said Mr. Middlemiss.

*Tynesider* is the oldest serving lifeboat on station in the UK — the second oldest is just up the coast at Blyth — and apart from not being self-righting, has no radar.

When she is replaced by *Princess Alexandra*, she will be sold as despite her age she is still in good order.

*Princess Alexandra* — equipped with radar — has spent most of her working life at Torbay and is "a great improvement".

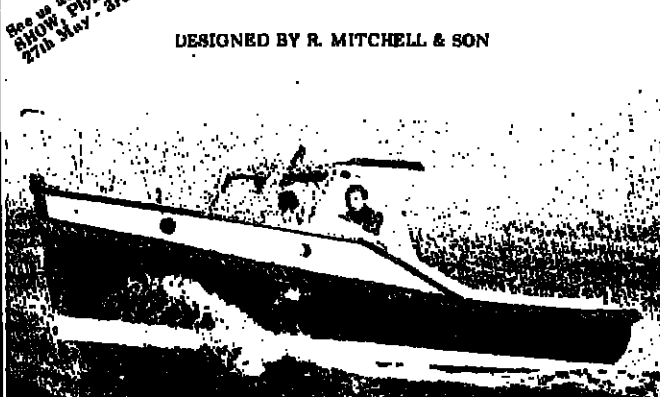
The latest placings are shown in the table below. Figures in brackets indicate how the vessels stood in the previous table.

Position	Vessel	Kits landed	Points
1 (1)	C. S. Forester (Newington)	8513	19261
2 (3)	St. Dominic (Hawling)	5193	12618
3 (2)	Vestella (Marr)	5085	12024
4 (4)	Arctic Cavalier (Boyd)	4488	9898
5 (6)	Somerset Maugham (Newington)	4024	9838
6 (8)	St. Giles (Hawling)	3880	9552
7 (7)	Arctic Vandal (Boyd)	2881	7490
8 (9)	St. Gerontius (Hawling)	2221	7298
9 (10)	Rose Rebel (Boyd)	1187	3289
10 (11)	Rose Sirius (BUT)	1140	2895
11 (12)	Rose Orion (BUT)	708	1972
12 (13)	Loch Eriboll (BUT)	554	1391

SCOTTISH landings in the first quarter of 1978 amounted to approximately 87,000 tons — some 15 per cent below last year's total for the same period.

This was mainly attributed to the continued fall in landings of herring, through the total closure of the North Sea fishery and the current scarcity of herring off the west coast.

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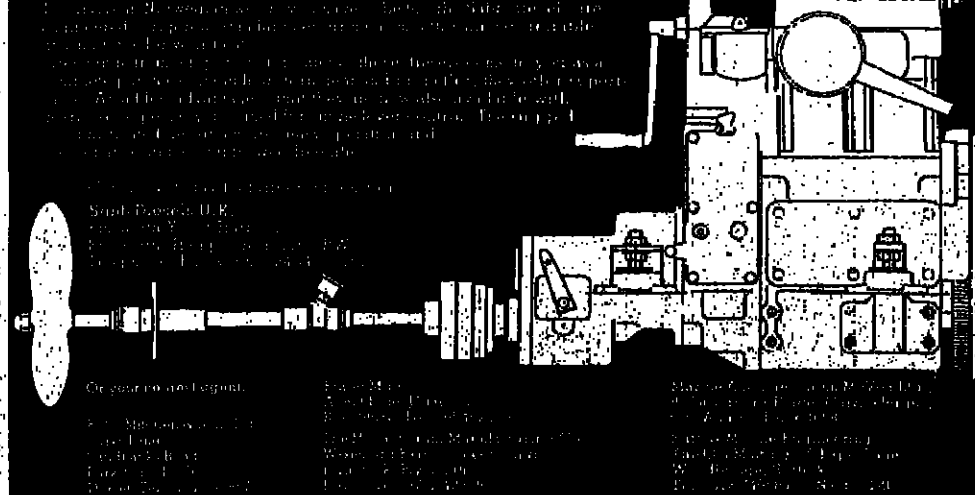
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# Catches and Prices

## TOP LANDINGS LAST WEEK

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£30,542: Huddersfield Town Consol (Sk. W. Hardie Jr.), 1,284k, WS, 21 days.

### Middle water

£18,937: Ross Kipling, BUT (Sk. J. Roberts), 1,400k, W, 16 days.  
£18,634: Ross Kelvin, BUT (Sk. R. Kurz), 1,442k, W, 17 days.  
£18,329: Ross Zebra, BUT (Sk. R. Reeves), 1,264k, W, 18 days.  
£17,980: Ross Jackal, BUT (Sk. P. McCarthy), 1,034k, W, 16 days.  
£17,788: Ross Kashmir, BUT (Sk. J. Meadows), 1,128k, W, 14 days.

### North Sea

£10,286: Tom Grant, Lindsey (Sk. R. Sinclair), 313k, NS, 13 days.  
£9,830: Loveden, Lindsey (Sk. G. Ireland), 287k, NS, 13 days.  
£9,471: Lofoten, Lindsey (Sk. A. Hatton), 266k, NS, 13 days.

### Selmers

£9,563: Dorny, Danbrit (Sk. P. Sorensen), 244k, NS, 18 days.  
£7,846: Ada Jean, Danbrit (Sk. T. Potter), 278k, NS, 18 days.  
£7,542: Arnborg, Consol (Sk. V. Dam), 295k, NS, 16 days.  
£7,522: Edith Borum, Danbrit (Sk. G. Hoban), 207k, NS, 19 days.  
£7,418: Veralla, Hamling (Sk. E. Olesen), 229k, NS, 20 days.  
£7,401: Eastards, Sleight (Sk. R. Morse), 222k, NS, 18 days.  
£7,200: Edlet, Danbrit (Sk. L. Gravesen), 297k, NS, 17 days.

### Pair teams

£19,930: Jean Scott (Sk. P. Scott), 624k, and £17,636: Golden Venture (Sk. A. Pulfrey), 543k, both John R., NS, 16 days.

£18,062: Margrethe Bojen (Sk. Jens Bojen), 578k, and £15,519: Frances Bojen (Sk. J. Richardson), 516k, both John R., NS, 11 days.  
£14,367: Ashby (Sk. G. Tyrell), 470k, and £13,388: Dawn Waters (Sk. C. Spall), 425k, both Sleight, Plugga, 13 days.  
£11,692: Helena Gertsen (Sk. M. Josephsen), 412k, and £8,798: Melissa Louise (Sk. E. Collins), 377k, both Hamling, NS, 13 days.

### Gill-netters

£2,868: Wardley, Consol (Sk. E. Loe), 61k, NS, 7 days.

### HULL

£42,717: Westella, Marr (Sk. N. A. Boddy), 1,608k, WS, 25 days.  
£29,536: Lord St Vincent, BUT (Sk. A. Oaler), 1,063k, BI, 24 days.

### FLEETWOOD

Homewater  
£45,914: George Cadoudal, (French vessel), 2,401k.  
£24,943: Mont Cenis, (French vessel), 1,295k.  
£20,790: Fors Piron, (French vessel), 1,108k.  
£18,096: Ella Hewett, (Sk. D. Reader), 719k, 16 days.  
£10,600: Admiral Hawke, Hewett (Sk. H. Buckley), 387k, 14 days.  
£8,865: Andrew Wilson, Hazael, (Sk. J. Banks), 323k, 16 days.  
£8,030: Luneda, Marr, (Sk. G. Wignall), 518k, 15 days.  
£6,870: Rosamonda, Ward, (Sk. K. Beavers), 279k, 14 days.  
£3,069: Craigmillar, Ward, (Sk. D. Bailey), 88k, 12 days.

### Pair teams

£38,368: Navena, (Sk. J. Burns), 1,321k, and £21,886: Armana, (Sk. T. Christy), 856k, both Marr, 15 days.

### LOWESTOFT

£18,110: St. Philip, East Coast (Sk. T. Martin), 588k, NS, 12 days.  
£16,776: St. Patrick, East Coast (Sk. D. Beaford), 514k, NS, 12 days.  
£14,358: St. Rose, East Coast (Sk. S. Jonas), 449k, NS, 12 days.  
£12,160: St. Mark, East Coast (Sk. J. Kelly), 352k, NS, 13 days.  
£11,120: Boston Wayfarer, Boston (Sk. T. Coulson), 401k, NS, 11 days.  
£10,557: Boston Sea Sprite, Boston (Sk. M. Raven), 352k, NS, 12 days.

### NORTH SHIELDS

£12,987: Ben Meidie, Irvin (Sk. A. Coe), 35,880 kg, NS, 12 days.  
£9,733: Ben Glas, Irvin (Sk. R. Shearer), 23,895 kg, NS, 18 days.  
£8,691: Ben Strone, Irvin (Sk. E. Longhorn), 26,365 kg, NS, 17 days.

### Under 80 ft

£8,254: Christine Nielsen, Irvin (Sk. C. Elliot), 20,200 kg, NS, 5 days.  
£6,762: Lindisfarne, Irvin (Sk. J. Bailey), 18,054 kg, NS, 3 days.  
£6,857: Sharon Rose, Caley (Sk. J. Moodie), 14,643 kg, NS, 3 days.

### MILFORD HAVEN

£5,836: Picton Sea Eagle, Norrard (Sk. R. Foster), 170k, 12 days.  
£5,255: Norrard Star, Norrard (Sk. J. Rogers), 144k, 12 days.

### GRANTON

£16,377: Arctic Invader, Liston (Sk. J. Robb), 876k, NS, 11 days.  
£13,932: Arctic Brigand, Liston (Sk. A. Wood), 774k, NS, 13 days.  
£11,479: Arctic Crusader, Liston (Sk. P. Wanless), 724k, NS, 12 days.

KEY: BI Bear Island; BS Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea; Sk Skipper; k kts; c cwt; kg kilo.

### NEWLYN

Prices: large whiting, £1.10; gurnards, 80p; small, £2.10; mackerel, £2.20; large medium, £1.80; medium, £1.30; small, 75p; plaice, £2.80; large, 100p; ling, £3.40; medium, £2.30; large, 100p; plaice, 50p; medium, 45p; small, 35p; large lemon sole, £5.50; medium, £5.40; small, £3.50; large Dover sole, £18.50; medium, £18.50; small, £11; squid, £7.80; monkfish, £12.40; medium, £10; small, £9; large ray, £5.20; medium, £5; small, £2.50; turbot, £19.50; large cod, £4.30; snithe, £1.20; haddock, £4.60; ling, £2.80; large conger eel, £4.50; medium, £3.60; small, £2.50; large hake, £10; medium, £8; small, £6.20; large brill, £9.50; medium, £8; large John Dory, £12.50; medium, £9.50; large dogfish, £2.20; medium, £1.50; small £1; per stone.

### ISLE OF MAN

Prices: herring, five units landed at £34.40 per unit.

### TUESDAY, MAY 16

#### LOWESTOFT

1542 kts from four boats. Prices: large cod, £32/£40; whiting, £22; large plaice, £18; £18.50; medium, £13.50/£13.9; small, £9.50/£10.3; codling, £20/£23; large haddock, £50; small, £16/£16.5; large turbot, £155/£180; small, £104/£113; lemon sole, £45; sole, £150; dabs, £30; monkfish, £60; catfish, £22/£24; per 10st. kit.

### BRINHAM

Prices: large plaice, £3.80; small, £2.80; turbot, £15; large whiting, £3.50; small, £2; large lemon sole, £5; small, £2.20; large Dover sole, £14; medium, £20; slips, £12.80; ray wings, £7.50; large conger, £1.80; small, £1; squid, £8; monkfish, £7.50; large dabs, £3.20; small, 80p; brill, £7.70; per stone.

### BUCKLE

72 boxes from four boats. Prices: cod, £3.50; codling, £3; round whiting, £1.50; monkfish, £2/£2.20; lemon sole, £3/£5; plaice, £2.60; turbot, £10; prawn tails large, £24; small, £13; per stone.

### ISLE OF MAN

Prices: herring, eight units landed at £35.50 per unit.

### LOSSIEMOUTH

90 boxes from four boats. Prices: selected haddock, £2/£3.20; cod, £3/£3.50; whiting, £1/£1.20; plaice, £2.20/£3.80; monkfish, £5; sole, £3/£5; per stone.

### ABERDEEN

312 tonnes from 14 boats. Prices (P.O.): cod, £22; large codling, £21/£24.50; medium, £22/£24.

## BILLINGS GATE

ON TUESDAY 236 tons were delivered. Average selling prices on merchants' stalls: salmon, English, £1.70/£2.30; Scotch, £1.70/£2.30; Irish, £1.70/£2.16; salmon trout, £1.60/£2; rainbow trout, 45p/70p; soles, tongue, 60p/60p; slips, 55p/55p; medium, 80p/£1.80; large, £1.20/£1.30; sole, £1/£1.20; per lb; large turbot, £16.80/£19.80; medium, £11.10/£12.00; small, £7/£9.40; large brill, £7/£9.10; medium, £4.90/£5.30; small, £2.80/£3.50; English plaice, 11b-11b, 24.60; 11b-21b, 25.40; Danish plaice, 11b-11b, 24.80/£5.20; 11b-21b, 25/£5.60; large halibut, £12.60/£15.40; medium, £16.80/£25.20; small, £8.40/£11.20; selected lemon sole, £5/£7.50; large witch, £4.50/£5; small, £3.25/£3.50; headless home water, 80p/£2.50; shell cod, 50p/£9.50; bulk 28/29; bream, £10; ocal fish, £3.40/£4.30; haddock fillets, 29.30/£11.50; home water haddock, £4.20/£4.30; kit, £4.20/£4.30; gibbers, 25.80/£5.90; juniaun, 25.20/£5.30; selected whiting, £2.50/£2.50; small, £2/£2.50; small English dogfish, £2.80/£4; large, 25/£8.40.

### FRIDAY, MAY 12

#### DUBLIN

1,209 boxes from Howth, Killybegs, and Greenacres met a fair demand. Prices: salmon, £1.80/£2; lobster, £1.50/£3; prawn, 10p/71p; black sole, £1.15/£1.25; slips, 45p; brill, 14p/20p; turbot, 14p/90p; dabs, 8p/5p; cod, 18p/20p; codling, 14p/17p; black pollack, 12p/13p; white pollack, 15p/17p; whiting, 15p/17p; haddock, 10p/12p; large plaice, 8p/25p; per lb; round whiting, £10/£14; ray, £4/£8; mackerel, 28p/£7; per box.

### MONDAY, MAY 15

#### GRIMSBY

A good supply of 6,847 kts from 60 boats met a good demand. Prices: shell cod, £4/£5; cod, £2.80/£3.80; shell haddock, £4/£4.40; medium, £3.40/£4; small, £1.45/£2.80; medium, £2.80/£4; 10y of 6 large skinned dogfish, £8; medium, £4; lemon sole, £7; medium, £5.50; snithe, £1.50; per stone.

### HULL

1,837 kts. Prices: large cod, 10p; stone kit, heads on; shell cod, per 8 st. kit.

### MILFORD HAVEN

173 kts from two boats. Prices: large cod, £22; medium, £25; codling, £38; large plaice, £38/£40; medium, £35; small, £18/£17; turbot, £14; whiting, £18/£17; Dover sole, £14; mackerel, £130; tongue, £85; brill, £55; large ray, £38/£40; medium, £25/£22; small, £24; dogfish, £10; per 8 st. kit.

### May 16, 1978

small, £20/£30; selected, £13.50/£14.50; large haddock, £25/£34.50; medium, £18.50/£25; plaice, £10/£12; per cwt; halibut, £7.40/£10; per stone.

### SCALLOWAY

300 boxes from seven boats. Prices: Haddock, £10/£12; whiting, £4.80/£10/90; per box.

### SCRABSTER

118 boxes from four boats. Prices: plaice, £18/£20.50; haddock, £13.50/£25.50; per stone; skate, £11.80/£22.50; per box.

### ABERDEEN

312 tonnes from 14 boats. Prices (North Sea): mackerel, £1.80/£2.20; ling, £27/£35; medium, £28/£34; small, £28/£34; large haddock, £28/£34.50; large codling, £24/£33.20; small, £11/£10.50; whiting, £5.40/£5.50; lemon sole, £12/£14; plaice, £12/£22; per stone; halibut, £16/£40; per stone.

### PETERHEAD

694 boxes from 33 boats. Prices: cod, £20/£24; codling, £20/£24; catfish, £1.50/£1.50; mackerel, £1.50/£4.30; catfish, £1.50/£2.20; gutted whiting, £2.30/£3.10; small round whiting, £1.50/£1.70; sole, £3.50/£4.50; plaice, £2.20/£3.50; per stone; large haddock, £29/£35; medium, £22.50/£25.50; small, £14.50/£18.50; per box.

### ARBROATH

18 boats landed. Prices: medium haddock, £16/£17; large cod, £21/£50; small, £18/£16; codling, £18/£21; medium, £12/£20; small, £12/£15; large whiting, £12/£16; small, £5/£10; per box; lemon sole, £4/£5.10; dabs, £1/£1.50; per stone.

### WICK

110 boxes from seven boats. Prices: cod, £18/£24.80; haddock, £15/£20.80; whiting, £5.40/£6.40; plaice, £18/£22; small, £11/£10.50; large haddock, £28/£35; small, £24/£21; medium plaice, £22/£25; whiting, £12/£17; large lemon sole, £38; medium, £35; small, £24/£21; medium plaice, £22/£25; whiting, £12/£17; dogfish, £3/£11; per 40 kts unit.

### NORTH SHIELDS

Prices: large cod, £23/£25; medium, £26; selected, £22/£25; small, £20.50/£23; large and second haddock, £28; medium, £21/£21.50; small, £16/£16.50; whiting, £12/£17; large lemon sole, £38; medium, £35; small, £24/£21; medium plaice, £22/£25; whiting, £12/£17; dogfish, £3/£11; per 40 kts unit.

### WEDNESDAY, MAY 17

#### FRASERBURGH

630 boxes from 14 boats. Prices: large cod, £3.60/£5.80; per stone; haddock, £15/£20; cod, £10/£25; whiting, £11/£12; plaice, £12/£25; medium, £22/£27; dogfish, £5; per box.

### ABERDEEN

312 tonnes from 14 boats. Prices (P.O.): cod, £22; large codling, £21/£24.50; medium, £22/£24.

### BILLINGS GATE

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### FRIDAY, MAY 12

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### MONDAY, MAY 15

#### GRIMSBY

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### HULL

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### May 16, 1978

small, £20/£30; selected, £13.50/£14.50; large haddock, £25/£34.50; medium, £18.50/£25; plaice, £10/£12; per cwt; halibut, £7.40/£10; per stone.

### SCALLOWAY

300 boxes from seven boats. Prices: Haddock, £10/£12; whiting, £4.80/£10/90; per box.

### SCRABSTER

118 boxes from four boats. Prices: plaice, £18/£20.50; haddock, £13.50/£25.50; per stone; skate, £11.80/£22.50; per box.

### ABERDEEN

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### PETERHEAD

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### ARBROATH

18 boats landed. Prices: medium haddock, £16/£17; large cod, £21/£50; small, £18/£16; codling, £18/£21; medium, £12/£20; small, £12/£15; large whiting, £12/£16; small, £5/£10; per box; lemon sole, £4/£5.10; dabs, £1/£1.50; per stone.

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110 boxes from seven boats. Prices: cod, £18/£24.80; haddock, £15/£20.80; whiting, £5.40/£6.40; plaice, £18/£22; small, £11/£10.50; large haddock, £28/£35; small, £24/£21; medium plaice, £22/£25; whiting, £12/£17; large lemon sole, £38; medium, £35; small, £24/£21; medium plaice, £22/£25; whiting, £12/£17; dogfish, £3/£11; per 40 kts unit.

### NORTH SHIELDS

Prices: large cod, £23/£25; medium, £26; selected, £22/£25; small, £20.50/£23; large and second haddock, £28; medium, £21/£21.50; small, £16/£16.50; whiting, £12/£17; large lemon sole, £38; medium, £35; small, £24/£21; medium plaice, £22/£25; whiting, £12/£17; dogfish, £3/£11; per 40 kts unit.

### WEDNESDAY, MAY 17

#### FRASERBURGH

630 boxes from 14 boats. Prices: large cod, £3.60/£5.80; per stone; haddock, £15/£20; cod, £10/£25; whiting, £11/£12; plaice, £12/£25; medium, £22/£27; dogfish, £5; per box.

### ABERDEEN

312 tonnes from 14 boats. Prices (P.O.): cod, £22; large codling, £21/£24.50; medium, £22/£24.

### BILLINGS GATE

ON TUESDAY 236 tons were delivered.



